

REMARKS

Claims 2-14 and 27-35 are pending in the application. Claims 2-14 and 33-35 have been withdrawn from consideration at this time. Claims 27-32 stand rejected.

Claims 27 and 29-32 stand rejected under 35 U.S.C. §102(a) as being anticipated by Takagi et al (US 2003/0080877A1). The Examiner states that Takagi discloses a system for monitoring the area around a vehicle, with the system including a shift lever having a reverse position which generates a reverse position signal, and a controller coupled to a shift lever, and with the controller applying brake-steer or changing turning radius in response to a reverse position signal. The Examiner cites Takagi at paragraphs 47 and 49.

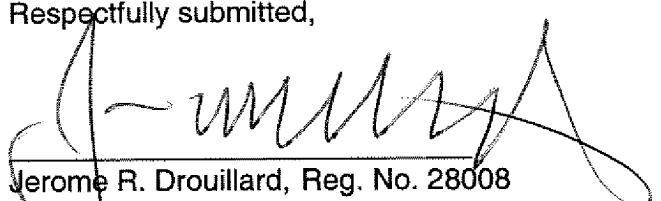
Regarding Claims 29-31, the Examiner admits that Takagi does not teach applying brake-steer in the manner claimed by Applicants, but asserts that Takagi teaches a device for monitoring the area around a vehicle and thus "inherently" discloses such features because, the Examiner asserts, Takagi's controller 22 applies the brakes of a vehicle during rearward movement in a parking lot. The Examiner cites Takagi at Fig. 4A. The Examiner also applies this rejection to Claims 30 and 32. Applicants respectfully traverse these rejections and request that each of Claims 27 and 29-32 be reconsidered in view of these remarks and passed to issue over the Examiner's rejection.

Applicants' claimed invention as set forth in Claims 27-32, and particularly in Claim 27, relates to a vehicle having a shift lever having reverse position generating a reverse position signal and a controller, coupled to the shift lever, with the controller applying brake-steer in response to the reverse position signal. Takagi, on the other hand, senses backing up or reverse operation of the vehicle and provides a camera image of the side area or the area surrounding the vehicle. Hence, Takagi is appropriately titled "Device for Monitoring Area Around Vehicle". Particular attention should be focused on the term "Monitoring", because that is all Takagi teaches; Takagi does nothing to change the actual path which the vehicle is

operated in. Rather, Takagi merely indicates to the driver where the vehicle is going, or perhaps even where the vehicle is likely to end up. Takagi's controller has nothing to do with the application of brake-steer in a vehicle and teaches nothing regarding the application of brake-steer, either in reverse or in any other mode. As a result, Takagi cannot comprise a colorable basis for rejection of any of Claims 27 and 29-32, and each of these claims should be passed to issue over the Examiner's rejection. Such action is earnestly solicited.

Claim 28 stands rejected as being unpatentable over Takagi in view of Naito. The Examiner incorporates Naito in the rejection but does not state what specific teaching of Naito is being relied upon. Applicants respectfully submit that neither Takagi, nor Naito, whether taken singly, or in combination with each other, either teach or suggest the invention set forth in Claim 28. The fact of the matter is that Naito discloses a clutch mechanism for selective connecting the front and rear drive wheels of an all wheel drive vehicle. In other words, it is an inter-axle clutch. Naito teaches nothing regarding brake-steering of a vehicle, and as a result, Claim 28 too, is allowable over the Examiner's rejection and should be passed to issue. Such action is earnestly solicited.

Respectfully submitted,


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